

IN THE CLAIMS

Please amend the claims as follows:

1. (Currently amended) A continuously variable ratio transmission assembly (“variator”) comprising:

a roller which transmits drive between a pair of races, the roller being movable in accordance with changes in a variator ratio,

a hydraulic actuator which applies a biasing force to the roller, at least one valve connected to the actuator through a hydraulic line to control pressure applied to the actuator and so to control the biasing force, and

an electronic control which determines the required biasing force and sets the valve accordingly, ~~characterised in that the valve setting is additionally dependent upon~~ wherein the electronic control serves to determine a rate of flow in the hydraulic line to determine a consequent pressure change between the actuator and the valve, and to adjust the valve setting to compensate for the pressure change.

2. (Cancelled)

3. (Currently amended) The continuously variable ratio transmission assembly as claimed in claim [[2]] 1 wherein the electronic control calculates the pressure change from the rate of flow and ~~the~~ characteristics of one or more components of the hydraulic line.

4. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 3 wherein the component characteristics are modelled in the electronic control.

5. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 1 wherein the electronic control determines the rate of flow from the variator ratio and a rate of change of the variator ratio.

6. (Currently amended) The continuously variable ratio transmission assembly as claimed in claim [[2]] 1 wherein, in calculating the rate of flow, the electronic control takes account of predicted values of engine speed and engine acceleration.

7. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 6 wherein the hydraulic line incorporates at least one component serving to create a pressure change in response to flow and thereby to damp oscillation of the variator roller, wherein by virtue of the compensation to the valve setting based upon predicted engine acceleration the effect of the valve and the component together is to damp deviations of roller position from those corresponding to the predicted engine acceleration.

8. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 1 wherein, in calculating the rate of flow, the electronic control takes account of vehicle speed and vehicle acceleration.

9. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 8 wherein, in determining the value of vehicle acceleration used in calculating the rate of flow, the control electronics take account of net force applied to drive the vehicle.

10. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 9 wherein net force applied to drive the vehicle is used to obtain a first vehicle acceleration signal which is high pass filtered, measurement of vehicle speed or acceleration is used to obtain a second vehicle acceleration signal which is low pass filtered, and the first and second signals are then added together to provide an improved vehicle acceleration signal used in calculating the rate of flow.

11. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 8 wherein a measured vehicle speed signal is low pass filtered and an offset is added to the filtered signal to compensate for time lag caused by the filtering.

12. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 11 wherein the offset is calculated by multiplying the differential of the filtered signal by a time constant.

13. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 1 wherein the valve is a pressure reducing valve which receives high pressure fluid and applies a fluid pressure to the hydraulic line, the fluid pressure corresponding to the valve setting.

14. (Previously presented) The continuously variable ratio transmission assembly as claimed in claim 1 comprising two hydraulic lines each with a respective valve for control of pressure, the hydraulic lines being led to opposite sides of a piston in the actuator so that the biasing force depends upon a difference in pressures from the two lines.